

The

GLIDER EXPRESS



PCR-CA-334

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The Glider Express is a unit publication, created for the members and supporters of the John J. Montgomery Memorial Cadet Squadron. It is published privately and is in no way connected to the Department of the Air Force or the Civil Air Patrol Corporation. Opinions expressed by the writers are their own and are not to be regarded as official expressions by the Civil Air Patrol.

* * *

ARTICLES! If you have an interesting "tid-bit" to share, e-mail it to Squadron 36 at:

mmontgomery@cawg.cap.gov

or type your notes and send them to:

The Glider Express
4300 The Woods Drive Apt 1003
San Jose CA 95136

DESCENDANT OF SQUADRON'S NAMESAKE COMES "HOME"

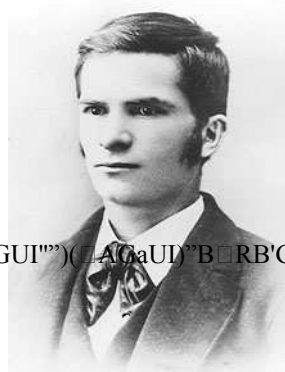
Maj Mike "Monty" Montgomery
Public Affairs Officer

Members of the John J. Montgomery Memorial Cadet Squadron were in for a treat on the night of September 6th as Mr. Craig Harwood, Great Grand Nephew of Squadron 36's namesake – John J. Montgomery – offered a presentation on his historic ancestor.

Detailing many highlights and never-before seen photos of Montgomery, Mr. Harwood presented an interesting biography that not only covered previously-unknown facts about John J. Montgomery, but also Montgomery's perspective on flying, collecting data, and making contributions to aviation history.



"John was very concerned about controlled flight and felt that it was necessary to perfect that aspect prior to attempting powered flight," Harwood mentioned. "By 1896, Montgomery had created a small scale version of a tandem-wing flying machine (the design that formed the basis of his patent) that was so well balanced and controllable that it could be released from virtually any position and would immediately right itself and continue on a predetermined course." A large manned version of this craft would later be publicly demonstrated in 1905 and again in 1906.



Mr. Harwood also had the chance to touch his family's recreated past through the hard work of 1st Lt Ken Palmer, finance officer for the San Jose unit. Palmer, along with several cadets, spent the better part of a year researching and recreating John J. Montgomery's 1883 flyer, using period techniques and textiles. When shown his Great Grand Uncle's recreat

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JOHN J. MONTGOMERY MEMORIAL CADET SQUADRON 36

2490 Cunningham Avenue
San Jose CA 95148-1003
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Meetings every Tuesday
7:00 p.m. – 9:30 p.m.

On the Web:

<http://sq36.cawg.cap.gov>



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Deputy Commander

Capt Michael A. Hodges

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Aerospace Education Officer

Capt Todd E. Bejsovec

Moral Leadership Officer

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Capt Michael A. Hodges

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Transportation Officer

Capt Todd E. Bejsovec

DEMYSTIFYING THE CAPF 120

Capt Darrel D. Williamson

Squadron Commander, Falcon Composite Squadron



Over the past three years as a squadron commander I have heard a lot of things. Things ranging from helpful hints to the way that unit commanders direct, to the way that their units operate, but the one thing that has the most direct impact on members of their CAP units - is the recognition of their members. I have been a long time supporter of making sure that the people that do a good job for you get recognized; the time that is invested with even nominating someone can go a long way to keep that member interested in their involvement with your unit.

CAP members don't get a lot of perks besides belonging to a very worthwhile organization, they don't get paid, they have to pay to belong to CAP, and they don't get recognized very often. There are members in EVERY unit that go out of their way everyday, but how many times do they get thanks for what they do? How many times have you put in a little to give a lot back to the members that help you? The very fact that you put them in for an award even if they don't receive it is worth its weight in gold. Members sometimes fall off of our Master Membership Listings and do not renew for the very fact that they feel that they are not appreciated or recognized for their extra efforts. I have seen this to many times in my unit inspections as Indiana Wing Assistant Inspector General, and talking to former CAP members. There is an easy way to alleviate this on going problem, which every CAP member has the ability to change.

Contrary to popular belief, the CAPF 120 Recommendation for Decoration isn't something that only commander's or personnel officers ever fill out. Any CAP member can do this, **cadet** or **senior**. Behind the smoke and eerie sounds that come from the file drawer, you need a very basic amount of info about the member including their name, unit they belong to, and their CAPID number, the rest is up to you on the justification on why the award should be given to the

(Continued on Page 6)

THE WISDOM OF LEADERSHIP

Chaplain (Capt) David J. Prado II

Moral Leadership Officer

A person who is wise aspires leadership for better reasons than just to "Lord it over others." If that's the only goal a leader has in mind he/she will soon find that it is a shallow reason indeed. When the going gets tough, he/she will soon waiver and back off from the task. Proverbs 24:3-5 says, "Through wisdom is a house built; and by understanding it is established: And by knowledge shall the chambers be filled with all precious and pleasant riches. A wise man is strong; yea a man of knowledge increaseth strength."

If the leader has any idea of what leadership is all about he/she will know it has something to do with meeting people's needs for direction. Understanding the needs of others is a great start into learning about leadership. The leader must have knowledge of the needs of those he/she leads. Part of being a leader is knowing what people need and fulfilling those needs so they can "build the house" together as a team. As needs are met, personal growth will ensue.

At my routine visit to my barbershop recently I was in line with a U.S. Army Special Operations non-commissioned officer from my own community of Hollister, California. He had done 8 tours in Iraq. He had the choice to continue in the same unit, but with a different commanding officer. He chose to go to Korea instead and take his chances with a new commanding officer. The reason was that this new CO had demonstrated throughout every operation that unit had executed that his only interest was his own career advancement at the expense of his enlisted men. That was enough for this highly experience "eagle" to fly away for the chance to serve

(Continued on Page 6)

RECAP ON PALO ALTO'S AIRPORT DAY

C/Amn Keeny V. Needham
Alpha Flight Member



The John J. Montgomery Memorial Cadet Squadron sent 15 members to assist Squadron 10 on September 11, 2005 at Palo Alto Airport's public event, "Palo Alto Airport Day."

The event was not simply an opportunity to see aircraft. Manning the flightline, providing a color guard, talking with the public, and manning a recruiting booth kept both squadrons busy the entire day. The West Valley Flying Club was especially kind in providing lunch to all CAP members, complete with a huge assortment of tasty items.

I had the chance to assist with Control Tower tours during this event: it was cool! It took awhile to get to the top, but once there, it's an incredible view! One can see the Bay, Moffett Field, Shoreline and San Jose.

Anybody that missed this great day should definitely look forward to volunteering at an airport day in order to enjoy some good times with other folks in CAP, get some great food, and enjoy some great aviation experiences. 🚀

GET UP, GET MOVING, GET FIT

C/SSgt Jillian A. Stauffer
Cadet Public Affairs



Exercise is important: we are taught that from an early age. What with all the P.E. classes and sports, how could we not realize its importance?

Exercise is something everyone should do; preferably 30 minutes a day, at least three times a week. When a person doesn't exercise, their body turns every molecule of sugar into a molecule of fat. If fat isn't burned off (and chewing gum doesn't count), fat will stay until it is burned off. This is why people who do nothing but sit on their "fourth point of contact" might have issues with weight gain.

Exercise can simply be waking up an extra 15 minutes early to go out and take a walk. Or instead of turning on the T.V., go for a small bike ride. CAP stresses exercise as well. That's the whole purpose of physical training at Squadron 36: not necessarily to get one in shape, but to make one realize that exercise is a critical aspect to promote good health. 🚀

THOUGHTS ON COMMITMENT

C/A1C Amir A. Vaziri
Cadet Emergency Services



If I've learned anything from Civil Air Patrol this past year, it's about dealing with hard choices that one might not always want to do.

To break this down, a commitment is the act of binding one's self to a course of action. One might ask, "what course of action is the right one? Is a weekend spent on a Search and Rescue Exercise more valuable than a weekend spent with friends or family? Is a night out on a date more important than a night studying for a test?"

To me, the most important thing in life is honoring commitments; doing what is absolutely vital at any given time while honoring one's word. I've had to make a lot of sacrifices for CAP and had to make a lot of commitments. Even though some activities are more of a commitment than other, I'm glad that I'll never look back and regret the choices I've made that have helped me grow; particularly those in CAP I chose at the behest of others. 🚀

MYTH BUSTERS

(It's not just on the
Discovery Channel...Blatant
Copyright Infringement)

disclaimer

Use at your own risk...CAP myth busting has been known to lead to all sorts of icky results (translate: blunt trauma about the head and shoulders) from some that really like enforcing stuff "just because". Consider "Myth Busters" an informative, fun addition to a newsletter to make one say, "hmmmm....so that's the fact!" 😊

Answers on Page 5

1. If you're in the break area, and a senior member walks toward you, you have to "hit the wall" by placing your back and heels against the wall and standing at attention as the officer walks by.

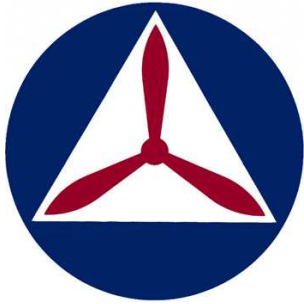
Fact or Fiction?

2. If two officers are conversing in a corridor, and a cadet needs to pass by them or through them, the cadet must halt, come to attention, and say, "By your leave, sir."

Fact or Fiction?

3. The basic uniform for cadets is BDUs.

Fact or Fiction?



*Were you aware of Squadron
36's Attendance Policy?*

Go to

<http://sq36.cawg.cap.gov>

*and click on "Publications of
Note."*

* * *

**NEW GUIDE
(replaces the SOP)**

Go to

<http://sq36.cawg.cap.gov>

*and click on "Publications of
Note."*

* * *

**Squadron 36 congratulates
the following members for
accomplishments since our
last newsletter!**

Cadet Reese Williams
(C/AB, new member)



COMMANDER'S CORNER

Maj Mike "Monty" Montgomery
Commander



I rarely speak about my past CAP experiences because I was always taught that doing so was vane. But I'm going to break the rule in the hopes that I can highlight an important theme that I'd like to see take root here at Squadron 36.

At one time, I was the Washington Wing Director for Professional Development, which is a fancy way of saying Wing Senior Programs Director (similar to a Wing Cadet Programs director, only for adults.)

During my oversight over 700 senior members' training, I did a lot of traveling and talking one on one with group and squadron commanders, deputy commanders for cadets, leadership officers, etc. As is true in all wings throughout CAP, there are some squadrons that run a tight ship...and other squadrons that are still in line waiting, to board. Never one to leave behind a good idea from the outstanding squadrons, I pocketed all sorts of "truthisms" in the hopes that I could implement some of the aspects other successful squadrons did when I assumed command of a squadron someday.

One of the best concepts I gathered was, "there is *never* a good time for CAP...so accept that fact that you'll always be busy with other 'stuff' and be productive regardless." Many squadrons that were not as proactive did not adopt this mantra...but you can bet your last dollar (if you're the betting sort) that the nationally-recognized "super units" certainly did adopt this mantra.

And why not?

I can sure attest to being swamped with personal life 'stuff' as much as the next person...school, faith, bills, family, friends...all in no particular order. Many in our squadron endure many similar commitments to all sorts of stuff. All the same, another vital teaching I learned when I was a youth was, "never commit to something unless you intend to live up to what you accept...then do it with quality because your family's name is on the line."

We've lots of great, incredibly intelligent seniors and cadets. Not a one of my senior staff or Maj J. Montgomery's cadet staff will be bringing home a report card that states "failure" on the cover. With that same tenacity, I strongly rely on committed folks to aid me as we take Squadron 36 into competition for Group 2's "Cadet Squadron of Year" next year.

We're on track as it is...a widely-read newsletter, a website that is impressive and always up-to-date, a massive percentage increase in seniors and cadets earnings rank, participation in Emergency Services and Aerospace Education (we've always participated in Cadet Programs), and our devout assistance to other units in the Group... We certainly are building a solid image as an internal AND external success.

But as school gets rockin' and jobs get busier, we must be mindful to "pony up" to sometimes having to inconvenience ourselves in going that "extra mile" to get the job done. I'm blessed to have folks – senior and cadet – that do. To those that have more potential to offer within their particular roles in CAP...I welcome your fair share to the squadron so we can have an even distribution for all! Nothing but good will come as a result of a TEAM effort and by matching this fact with our squadron's motto, we'll be able to overcome a few members' "burn out" while at the same time, growing others for the benefit of the squadron!

Let's make it happen together...don't sit on the bleachers, come on out and play ball! 🏀

MYTH BUSTERS

(It's not just on the
Discovery Channel...)

Questions on Page 3

1. **Fiction.** Cadets must "stand" when an officer enters the room, and traditionally that has been interpreted to mean stand at attention. But when passing by an officer, there is no obligation to come to attention. To be polite and respectful, a cadet would render a greeting such as "Good morning, sir." Of course salutes are not exchanged inside, except when formally reporting (Ref: CAPP 151, 2d).

2. **Fiction.** There is no reference for this in CAPP 151, or the CAP Drill & Ceremonies Manual (AFMAN 36-2203). Here too, a polite and respectful cadet would pass the officers and simply say, "Excuse me, sirs" or something similar. There's no need to make the officers interrupt their conversation by waiting for them to verbally grant you permission to pass through.

3. The basic uniform for cadets is the short-sleeved Air Force style blues uniform. That's why the free cadet uniform program ships a blues uniform, not BDUs, to new cadets (Ref: CAPR 39-1, 1-6).

Not sure how to access your online CAP information? Best learn how...keeping your information current is YOUR responsibility!

Step1: Go to www.capnhq.gov

Step 2A: If you are NEW, click the "First time e-services" link, follow the instructions, and then return to Step 1.

Step 2B: If you are not new, enter your CAPID and your password.

Step 3: On the left-hand side, look down the list and find "interactive personnel system." Click that link.

Step 4: Enter your first and last name or simply hit "search."

Step 5: Look for the sentence in red that says, "if you would like to change info, click here." Click that link.

Step 6: The first section is "Personal Information." Click that link.

Step 7: Fill in as much as you can – PARTICULARLY your height, weight, eye color, hair color, etc. *(Don't worry, folks can't read your weight BUT it is required for 101 cards, so simply do so.)*

Step 8: Click "finished"

Next newsletter...we'll discuss how to input other information into your records!

Continued from Page 2 ...CHAPLAIN

under a more team oriented" and understanding officer half a world away. Indeed this biblical passage admonishes that "a man of knowledge increaseth strength." A man or woman who wants to lead must consider how his/her priorities in leadership are going to impact his/her people.

The key word is "impact." Leadership will either positively or negatively impact those who are being led. In Civil Air Patrol, we are trying to teach cadets how the process of leadership can influence personal growth which will impact them by having their needs met. Cadet leadership must understand these principles or our "eagles" will fly away to greener pastures. It is better to learn how to include the needs of other in our leadership strategies and have our "chambers billed with all precious and pleasant riches." 🍷

Continued from Page 2 ...DEMYSTIFYING

individual. These can range from giving outstanding support to a cadet program by providing O-Flights, to a highly motivated cadet commander, or even a cadet or senior member that put in extra time to get a project completed for the unit. All of these just scratch the surface on what the possibilities are.

Justification for awards is the most important part of the process for the nomination. What follows are justifications for each of these awards and experiences that I have had over the years. The Commander's Commendation should be nominated for things like specific projects and duties that impact your CAP unit or local community for example; you have a cadet that put together a very good community safety awareness program aimed at fifth graders and was presented to a local elementary school. A senior member volunteered their services to head up a large-scale fundraising campaign for your unit. These are just a few things that can be considered.



Don't forget the other things that you can recommend to people at you own unit level; there are two certificates that can be requested through National Headquarters on a CAPF 8 that you can give to members that need some recognition. The CAP Certificate of Accomplishment and the Certificate of Appreciation. The Certificate of Accomplishment can be given to your members for service that doesn't fit into the above categories, such as completing a training course, participating in a unit activity such as a training mission, or achieving a new rank in the cadet program. Basically it is up to you on your unit on awarding these.

One thing that units often over look are giving awards at their own unit level. There is nothing in any regulation that says that you can't give awards at your unit level - actually it is highly encouraged!!!! At my unit we hold an annual awards banquet and have awards for Attendance, Appearance, Attitude, Members of the Year, Horizon Award (for members that are up and coming), Emergency Services, Aerospace Education, Cadet Professionalism, Communications, Senior Programs and Development (SPAD Award) as well as "specialty awards" that mark funny and memorable events over the last year. These kinds of awards can only give a chance to all of your unit members for recognition and build esprit de corps (unit morale or spirit).

It only takes a few minutes or just a little bit of extra tracking to find information for these awards, but I can guarantee you as a nominator and nominee, it goes miles to know that you are appreciated enough to have someone take the time to write a nomination and send it in. I hope that you all will take the time to nominate your members for these awards, there are many cadets and seniors in every unit that are deserving of them; it only takes a person like you to point them out to everyone else. So shake off the dust and spooky fog surrounding your unit's supply of CAPF 120's and start sending them into your awards committees! 🍷

MY EXPERIENCE AT THE OREGON ENCAMPMENT

C/Amn Matthew Herbert
Alpha Flight Member



I had a great time at the Oregon Wing Encampment. When I first got there, I had to go through inprocessing and we were then placed into four flights, each of which comprised of 9 or 10 people. Compared to California Wing Encampments, the entire encampment was a very small, yet grueling encampment. (We had about 64 cadets total).

Our days were similar to what many might experience at California Wing Encampments. For example, at all of our meals, we had to sit at attention (except for the last few days).

Also, we got up at 5:00am every morning to do Physical Training (PT.) Then we had classes until breakfast. Following breakfast, we drilled, had flight time, and experienced an interview with a reporter. After lunch we had time to iron our uniforms and then head back out to the drill pad. Finally, to finish up the day, we had more classes, flight time and then dinner. I ended up losing pounds throughout the whole process!

Now for the fun stuff! One of the activities we did was we got to visit an air refueling squadron at the military base at Portland International. We also got to talk with some F-15, F-16 and KC-135 pilots. On another day we got to go on O-rides. This was my first O-ride with CAP so I was very excited. We flew for about 1 ½ hours and got to see a lot of the countryside. I didn't want to say it but I flew the plane better than my sergeant that was with me also!! On the last night we had a special dinner with the Colonel Theodore S. Kyle, Oregon Wing Commander. We also had grog bowl, but I decided to refrain from attempting to figure out what it was or worse, try it.



Our last social event was a dance, however, some of us were so exhausted (including the sergeants) that we left early to get some extra sleep. Finally, we said our good-byes.

The first thing I did after completing encampment was take a long shower. As is likely true at all encampments, we only got 30 second showers at encampment so, the extra time to get clean without having to rush was a blessing! I would have to say that I had a wonderful time at the encampment and look forward to attending California's encampment next year so I can compare. 🍷



Captain Todd Bejsovec prepares for another O-Flight with Cadet Michael Campos in the back and Cadet Wesley Ross up front.

GOOD LINKS CAP LINKS ON THE WEB:

CAP National Headquarters:

<http://level2.cap.gov/>

California Wing:

<http://www.cawg.cap.gov/>

CAP News Online:

http://level2.cap.gov/visitors/news_events/cap_news_online/

National Cadet Programs:

http://level2.cap.gov/visitors/programs/cadet_programs_for_all_youth/

CAWG Cadet Programs:

<http://www.cawgcadets.org/>

National Professional Development:

http://level2.cap.gov/visitors/programs/programs_for_adults/professional_development/

CAP Publications:

http://level2.cap.gov/visitors/member_services/publications/

CAP Knowledgebase:

http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std_alp.php

Not sure how to access and update your ES information? Best learn how...keeping your information current is YOUR responsibility!

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Step 2B: If you are not new, enter your CAPID and your password.

Step 3: On the left-hand side, look down the list and find "Personal ES SQTR Entry." Click that link.

Step 4: The first pull-down box should be selected to say "OPS-Emergency Services"

Step 5: The second pull-down box should be selected to match your SQTR (i.e., "UDF, etc.)

Step 6: The third line should ask you for your trainer's CAPID. Get that info from your SQTR and type that into the white box.

Step 7: The fourth line should ask you for a mission number. If you got a task completed during a SAREX, put the SAREX's mission number in the white box...otherwise, leave it blank.

Step 8: The fifth line should ask you for the date you completed the task you wish to enter. Type the date in "mm/dd/yyyy" format (i.e., 05/26/1977.)

Step 9: Click "Display Tasks"

Step 10: From there, go down the list and check the appropriate box(es) besides the task you completed.

Step 11: Select "Submit Tasks" when done.

SOLDIER BRINGS TOUCHING MEMORIES TO THE FOREFRONT

Maj Mike "Monty" Montgomery
Public Affairs Officer

Every so often, I have the pleasure of responding to e-mail from people throughout the country. The below-included letter came to me shortly before September 11, 2005. It was touching and worth sharing with all of you.

"I just read my latest copy of CAP news and saw the highlight on Cadet McCargar. As a former cadet in Squadron 36, it brought back memories. Please pass along my congratulations to Cadet McCargar.

*I joined the squadron in the early 1970's, earning my Earhart, and left in 1974 when I enlisted in the Army. Cadets in my squadron and fellow Andrew Hill High school students included Larry Haines and Jason Dahl. Jason and I soloed about the same time. I'm sure you know Jason's story. On September 11 2001, I was assigned as the Executive Officer, 321st Military Intelligence Battalion, Austin Texas. As I listen to the horror, my mind focused on the threat as I knew my unit would soon deploy. I had no idea at the time that one of my former CAP and High-School classmates was Captain of the PA Flight 93 aircraft.**

My unit deployed in Oct of 2001 and I found myself assigned in Jan 2002 as the Deputy Commander, Joint Interagency Interrogation Task Force (JIIF), Guantanamo Bay Cuba, where I served until SEP 2002. Each day I marveled at the performance of the Army, Marines, Navy and Air Force members, I served with as we focused on our "Guests". I was even more shocked and saddened when I returned and discovered that Jason was killed that day, but I was proud of the accomplishments of the JIIF and what it became, Joint Task Force 170. Currently I am assigned in the Washington D.C. Area.

I do not know how large your squadron is anymore, but as long as you can produce young men and women willing to risk their lives, you must be doing something right. I also proud that your squadron, my first CAP squadron is still around.

If you or any members of your squadron visit the D.C. area while I am still assigned here, I would be happy to give you a personal tour of the Pentagon vs. that given by the tour guides.

*Michael P. Spears
Special Agent, U.S. Army Intelligence
Major, General Staff
Headquarters, Dept of the Army, Deputy Chief of Staff for Intelligence
(703) 695-1884
michael.spears@hqda.army.mil*

* = Jason Dahl learned how to fly before he learned how to drive a car. Relatives say from the time Dahl could talk, all he wanted to do was fly.

At 13, the San Jose, Calif., native joined the Civil Air Patrol and earned a scholarship for flying lessons. He was flying solo before he was 16, and while working at the municipal airport he did his best to wrangle flight time, including flying photographers over the area.

Immediately following his graduation from San Jose State University in 1980 with a degree in aeronautical engineering, he became a corporate pilot. By 1984, he was a pilot with United Airlines.

Popular with his fellow pilots, Dahl endured good-natured teasing about his height -- he stood a shade under 5 feet, 6 inches. He and another pilot used to stand on tiptoe for photos to make themselves appear taller.

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Continued from Page 8 ...SERVICEMAN



Flying was Dahl's love but family was his life. He rose rapidly through United's pilot ranks, and in 1993 became a "standards" pilot for training and testing other pilots. The job allowed him to spend more time at home with his wife, Sandy, and son, Matthew, 15.

Dahl spent nearly three years remodeling the family home in Denver, doing the wiring, plumbing and dry wall with help from a brother-in-law. He found time to take his family snorkeling and scuba diving, and they vacationed in Australia and New Zealand.

He would trade flights to be home for his son's band activities, to help at his Cub and Boy Scout meetings and to coach his Little League team.

When Matt was in sixth grade and taking a class trip to Washington, D.C., Dahl arranged to be the pilot because he felt there was no one in the world who could fly a plane as safely as he

could, especially one carrying his son.

He was particularly proud that Matt was 6 feet tall, bursting through what his father called "the Dahl barrier."

Dahl's fifth wedding anniversary was Friday, Sept. 14, 2001. To surprise his wife he planned to buy her a baby grand piano, a manicure and pedicure, and fix dinner for her and eight couples. On Sunday, the couple would leave for a three-day trip to London.

In order to get that time off, Dahl and his wife agreed he would fly on Sept. 11-13, 2001. Unbeknownst to both of them, this former Squadron 36 cadet would become immortalized through the heroic actions of Flight 93 and their "Let's Roll" resolve on September 11, '01. 🇺🇸



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CAWG Cadet Programs:

<http://www.cawgcadets.org/>

National Professional Development:

http://level2.cap.gov/visitors/programs/programs_for_adults/professional_development/

CAP Publications:

http://level2.cap.gov/visitors/member_services/publications/

CAP Knowledgebase:

http://capnhq.custhelp.com/cgi-bin/capnhq.cfg/php/enduser/std_alp.php



KEY CIVIL AIR PATROL FIGURES

Maj Gen Antonio J. Pineda, CAP
National Commander

Brig Gen Rex Glasgow, CAP
National Vice Commander

Col Merle V. Starr, CAP
Commander, Pacific Region

Col Virginia M. Nelson, CAP
Commander, California Wing

Maj Mitchell I. Richman, CAP
Commander, Group 2

Maj Michael S. Montgomery, Jr., CAP
Commander, Squadron 36

C/SMSgt Gregory Luedtke, CAP
Cadet First Sergeant

C/SMSgt Christopher J. Palmer, CAP
Cadet Projects NCO

C/CMSgt Kenneth Orvick, CAP
Alpha Flight Cadet Commander

C/MSgt Chenny Zhang, CAP
Bravo Flight Cadet Commander

FIRST FLIGHT FOR A MORE-THAN-READY CADET

C/Amn David A. Patrick
Alpha Flight Member



On Saturday morning when I woke up, I couldn't wait to get to Reid Hillview; my first orientation flight was scheduled for 0945.

When I arrived, there was a short briefing about what was going to take place before, during and after the flight. After the briefing, we went to the airplane and Captain Bejsovec and I went through all the pre-flight procedures, from checking everything from the tires and brakes, to the oil level. Then, we both climbed in the cockpit, and I put on my seatbelt. However, Captain Bejsovec quickly corrected me- I had forgotten my shoulder harnesses.

We went through the pre-flight checklist, and then taxied to the runway. On the way, Captain Bejsovec told me that in the event that we lost engine power shortly after takeoff, we would try to land in a school yard at the end of the runway. He also said that it was important to open your door before impact so it wouldn't get jammed shut. Although it made me a little uneasy, I trusted him: after all he had been an Air Force navigator for 8 years. When we got clearance from the tower, as began to rev up the engine, I could barely control my excitement.

When we got off the ground and began heading south, Captain Bejsovec said that I could take the controls in a couple of minutes. At first I didn't think much of it...but when I actually realized what he had said, I couldn't believe it. I'm a Cadet Airman and have been active in CAP for only a few months, and I was going to get to fly already! Although I only got to make two 20-degree turns, it was still one of the most exciting things I have ever done. We then landed at South County Airport, then quickly took off again and landed at Reid Hillview.

Afterwards, there was a short debriefing, and I went home happy from the experience and that I had joined CAP! 🛩️



With Captain Bejsovec at the controls, Cadet Patrick embarks on a trip of a lifetime: his primary motivation for joining CAP!

GENERAL MOSELEY SWEARS IN AS AIR FORCE CHIEF OF STAFF

1st Lt Tim Dougherty, USAF
Air Force Print News

ANDREWS AIR FORCE BASE, Md. -- Gen T. Michael Moseley was sworn in as the Air Force's 18th chief of staff in a ceremony here Sept. 2 that also featured the retirement of Gen John P. Jumper after 39 years of service.

Acting Secretary of the Air Force Pete Geren presided over the ceremony. Also taking part in the ceremony were Secretary of Defense Donald H. Rumsfeld and Chairman of the Joint Chiefs of Staff Gen. Richard B. Myers.

Secretary Rumsfeld thanked General Jumper for his "exemplary service" to the nation.

"Nowhere except in the military service can you wake up every day and know that our country is safer because of you," Secretary Rumsfeld said. "John Jumper, you can do that literally every day for the rest of your life."

"You've given us a great Air Force," General Moseley told General Jumper during the ceremony. "We are all going to make it our life's work for you to be proud of us and to continue on the path that you have given us. It is our continued promise that we Airmen will be the best in the world at what we do -- dominating air and space."

Mr. Geren said the Air Force is in good hands with General Moseley.

"With General Jumper's retirement this is a bittersweet day for the Air Force," Mr. Geren said. "But we're gaining a new chief of staff who has been proven in battle over Iraq and Afghanistan. As the vice chief, he has been directly involved in running the Air Force for the last two years, and he's ready."

General Myers said there is no better Airman to take the reins of the Air Force than General Moseley.

"General Moseley knows a lot about how to deliver air power and what kind of air power to deliver to make effects happen on the battle space," General Myers said. "During this critical time, General Moseley and his wife are exactly the right people, and we welcome them on board."

General Moseley said the continued success of the Air Force hinges on the efforts of thousands of Airmen engaged in combat operations worldwide or performing humanitarian relief in the tragic aftermath of the hurricane on the Gulf Coast.

"This magnificent Air Force is engaged across the globe," General Moseley said. "The Airmen you see here today, and watching this ceremony around the world, are our greatest resource and our greatest power. These Airmen are what makes the Air Force the most powerful air and space force in the world." 🇺🇸



KEY GOVERNMENT AND AIR FORCE FIGURES

[George W. Bush](#)
President of the United States

[Donald H. Rumsfeld](#)
Secretary of Defense

[Pete Geren](#)
Secretary of the Air Force
(Acting)

[Gen T. Michael Moseley, USAF](#)
Chief of Staff, USAF

[Gen William R. Looney III, USAF](#)
Commander, AETC

[Lt Gen John F. Regni, USAF](#)
Commander, Air University

[Col George Vogt, USAF](#)
CAP-USAF Commander

[Lt Col James A. McCormick, USAF](#)
CAP-USAF Pacific Liaison

[Lt Col \(ret\) Mike Prusak, USAF](#)
CAP-USAF California
State Director



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